



TOWN OF HAYMARKET PLANNING COMMISSION

CONTINUATION MEETING ~ AGENDA ~

Shelley M. Kozlowski, Clerk of Council
<http://www.townofhaymarket.org/>

15000 Washington Street, Suite 100
Haymarket, VA 20169

Monday, June 18, 2018

7:00 PM

Council Chambers

I. Roll Call

II. Pledge of Allegiance

III. Action Item

1. Crossroads Village Center

IV. Adjournment

DATE	BY	REVISION
5/31/18	RMM	REVISED PER TOWN COMMENTS

DES: SEM	DWN: GMG	CHK: RMM
FILE NO. DP #511		
SHEET 1 OF 1		



G.P.I.N. 7298-71-5820
 QUARLES HAYMARKET CENTER, LLC
 ZONE: B-2, USE: RETAIL
 INSTR. #20090109002222

G.P.I.N. 7298-80-6854
 ADDO HAYMARKET, INC.
 ZONE: B-1, USE: VACANT
 INSTR. #201703130019487

G.P.I.N. 7298-80-5444
 GIUSEPPE & JOSEPHINE RUSSO
 ZONE: B-1, USE: RESTAURANT
 D.B. 2930, PG. 1433

G.P.I.N. 7298-80-7463
 SHIRLEY ANN BAILEY
 ZONE: R-1, USE: RESIDENTIAL
 INSTR. #20130110604132

G.P.I.N. 7298-80-8374
 PATRICIA A. TITCHENELL
 ZONE: R-1, USE: RESIDENTIAL
 INSTR. #201504140028091

G.P.I.N. 7298-80-7484
 TILAK KHAREL
 ZONE: R-2, USE: RESIDENTIAL
 INSTR. #201301020000885

G.P.I.N. 7298-81-7903
 GURJIT K. & BRUPINDER S. DINDSA
 ZONE: R-2, USE: RESIDENTIAL
 INSTR. #20170605045797

G.P.I.N. 7298-81-8027
 SHERWOOD FOREST
 ZONE: R-2, USE: SWM
 INSTR. #20101036038724

VIRGINIA DEPARTMENT OF TRANSPORTATION PRINCE WILLIAM LAND USE PROJECT REVIEW COMMENT AND RESOLUTION SHEET				TIA - NOT ACCEPTED (SEE COMMENTS)		COMMENT CATEGORIES: 1. REQUIREMENT 2. RECOMMENDATION	
COUNTY NUMBER: HAYMARKET REZ 2014-1029			DEVELOPER/ENGINEER: GOROVE/SLADE		REVIEWER(S): HIREN C JOSHI; P.E. /MOHSIN ZAIDI, P.E.		DATE: 06/05/18
PROJECT NAME: CROSSROADS VILLAGE CENTER			REVIEW PHASE & TYPE: 2ND REVIEW TIA		DISCIPLINE: PWC LAND USE & TE SECTION		
ITEM No.	DWG. No. ⁽¹⁾	COMMENTS	COMMENT CATEGORY	RESPONSE ⁽²⁾	DATE:	FINAL DISPOSITION ⁽³⁾	
2.00	TIA	We have reviewed the Traffic Impact Analysis for the subject site as per the following comments. Please note that these comments pertain only to the TIA. We have not received any rezoning package from the town that shows the generalized development plan. Once such submission is received it will be reviewed and commented separately.	2	06/06/2018: Comment noted.			
2.01	TIA	Almost all of the figures incorrectly show the south leg of Rte. 15 as Rte. 55 for the intersection #1.	1	06/06/2018: The road names on these figures were incorrectly labeled; the figures have been updated.			
2.02	TIA	Figure 17 shows the incorrect geometry for all approaches of the same intersection #1.	1	06/06/2018: Figure 17, in particular Intersection 1, was updated to reflect the proper lane configuration. This was a graphical error which did not affect the analysis of the future conditions with development scenario.			

Attachment: crossroads village at harmarket rez 2014-1029 06-06-18 with responses (3648 : Crossroads

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2.03	TIA	The rerouting of traffic in Figure 16 only considers the impact of restricting left-in and left-out traffic at an existing intersection #3 for the benefit of development project. However, the study does not mention that the proposed improvement has the consent of the property owners using the Food Lion approach.	1	06/06/2018: The analyzed configuration is consistent with the proposed plan. The coordination with adjacent property owners will be conducted separately and obtain their written consent prior to the site plan approval.	
2.04	TIA	Also it is not clear whether the traffic counts were performed before or after the VDOT improvements to Rt 55 (which were included in the larger I-66 interchange project). The VDOT improvements impact the traffic counts at Intersection #2 due to restricting the movements at the existing intersection between CVS/bank and Sheetz.	1	06/06/2018: The reconstruction of the intersection of Route 15/Route 55 was completed in 2017. The traffic counts utilized in the study were performed in 2018.	

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2.05	TIA	It is important as the Figure 19 in the study shows northbound and southbound movements are at an unacceptable LOS E and F during various peak hours of traffic with the development and it will get worse with any additional traffic. Also, we do not accept the reasons mentioned in the last paragraph on page 57 that driver will choose different alternatives to avoid the intersection as the purpose of the study is to identify the problem areas and provide mitigation of problems.	1	06/06/2018: It is unreasonable to expect that drivers will wait for several minutes to make an unsignalized left turn when an interparcel access is provided to a signalized intersection. It is similarly unreasonable to expect that every driveway along a commercial corridor will be signalized. Current VDOT policy (Access Management Regulations, Subdivision Street Acceptance Requirements) directs land owners to provide interparcel access for precisely the purpose of reducing local trips and access movements on major roadways. It is counterintuitive that such interparcel connectivity is required but will not be utilized. An image showing the inter parcel connection between the adjacent properties is attached.			
2.06	TIA	The proposed driveways to the development involve not only restricting movements at intersection #2 but also replacing an existing 200' westbound left turn lane and a through lane at Piedmont Entrance (intersection #5) with a shared left/through lane. It is not acceptable to eliminate the existing through lane as the shared lanes create potential for rear ends crashes.	1	06/06/2018: Comment noted. The existing turn lane would not be replaced with a shared left-through lane. It was an error on the concept plan. The analysis and the report have been updated with corrected lane configuration at the subject intersection.			

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2.07	TIA	Similarly, the back to back short left turn lanes with a short taper between intersections #4 and #5 shown in GDP are not acceptable	1	06/06/2018: The capacity analysis shows that the delays and queues for these lanes will be short. The combination of the left turn queues is less than 25% of the combined available storage distance for the lanes during any time period. Turn-lane waivers are planned to be submitted at a later date.			
2.08	TIA	Figure 4, would the considered signalization of intersection #4 meet VDOT's access management minimum spacing criteria between signalized intersection and full access intersection #5? Please evaluate signalized intersection spacing based on VDOT's access management criteria as presented in Table 1 is 440' instead of 225'.	1	06/06/2018: The previous traffic study for the site was found acceptable with a 225-foot spacing requirement. The current plan was developed based on that previously-approved spacing. Intersection #5 (Washington Street at East Site Access) was considered as a full access commercial entrance. For this reason, the intersection spacing used between Intersection 4 (the Main Site Access) and Intersection 5 was based on intersection spacing between a full access entrance to any other intersection. Per VDOT's RDM, Table 2-2 of Appendix F, the minimum spacing between a full access entrance and any other intersection is 225'.			

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2.09	TIA	The GDP plan should clearly show the transitions on each end of the development with VDOT improvements and existing conditions.	1	06/06/2018: The plan will be updated to show transitions and tie-ins.	
2.10	TIA	We recommend to reevaluate the location and number of proposed driveways to minimize the impact on the existing conditions.	1	06/06/2018: Each driveway is located opposite another commercial entrance along Washington Street, leading to a consistent spacing and logical configuration. Reduction in the number of access points would be counter to the small-town character and would concentrate traffic at a limited number of locations. This may increase the need for traffic signals along the corridor.	

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2.11	TIA	It is noted that the proposed mitigation measure at Rt 15 & Rt 55 intersection (#1) involves changing signal timings and optimization. However, changes to signal timing and phasing is not an acceptable mitigation and such recommendations should be removed from the study. Retiming of individual signals can have a system wide impact on the network. Therefore, the impact of such an action should be analyzed for entire corridor or network. At this time, it is suggested that the study should recommended other measures, in lieu of changes to signal timing and or phasing, to mitigate the problems.	1	06/06/2018: A proposed signal is being planned at the Main Site Access. With the addition of the access along Washington Street, the Route 55 corridor between Route 15 and Jefferson Street would need to be modified for coordination purposes. Additionally, the intersection of Route 55 and Route 15 has been recently rebuilt. Signal timing adjustments were determined to be the most efficient and least intrusive form of mitigation. The proposed adjustment of the signal timings at the intersection is a maximum of 2 seconds during the AM peak hour with no additional green time provided to the side streets during the PM and SAT Peak hours. Further, the current development application generates less traffic than is allowed by-right on the site. It would appear that the design of the intersection improvements associated with the interchange reconstruction did not account for development of vacant parcels in the area.	

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2.12	TIA	The study shows that a new signal is intuitively warranted at Washington Street and Main Site Access (#4) intersections based on future 2022 projections. VDOT has passed new guidelines on the justification for traffic signals. Per VDOT IIM-TE-387 “Requirements for Signal Justification Reports (SJRs) for New and Reconstructed Signals” dated July 5, 2017, this memo shall be effective for all land use permits for private development projects where the final signal warrant analysis has not yet been approved by VDOT as of the publishing date of this IIM.	1	06/06/2018: As mentioned in the Signal Justification section of the report, a separate SJR would be required prior to the installation of the proposed signal at the Main Site Access. The SJR is planned to be submitted at a later time.	

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2.13	TIA	Extend the southbound left turn lane along Rt 15 at Rt 55 (intersection #1) due to overflow conditions during AM and PM peak hours.	1	06/06/2018: As mentioned previously, the reconstruction of the intersection of Route 15/Route 55 was completed in 2017. Extension of the left turn lanes (currently dual lefts) would require significant modification of the recently-completed \$59-million diverging diamond interchange, which is beyond the scope of this development application. The available storage length for southbound left turn movement is 445 feet and the reported 95th percentile queues are within the available storage during AM and PM peak periods (262 feet/259 feet AM/PM) with the development. Further, the current development application generates less traffic than is allowed by-right on the site. This proposal reduces the queuing on this movement, compared to the allowable development density.			

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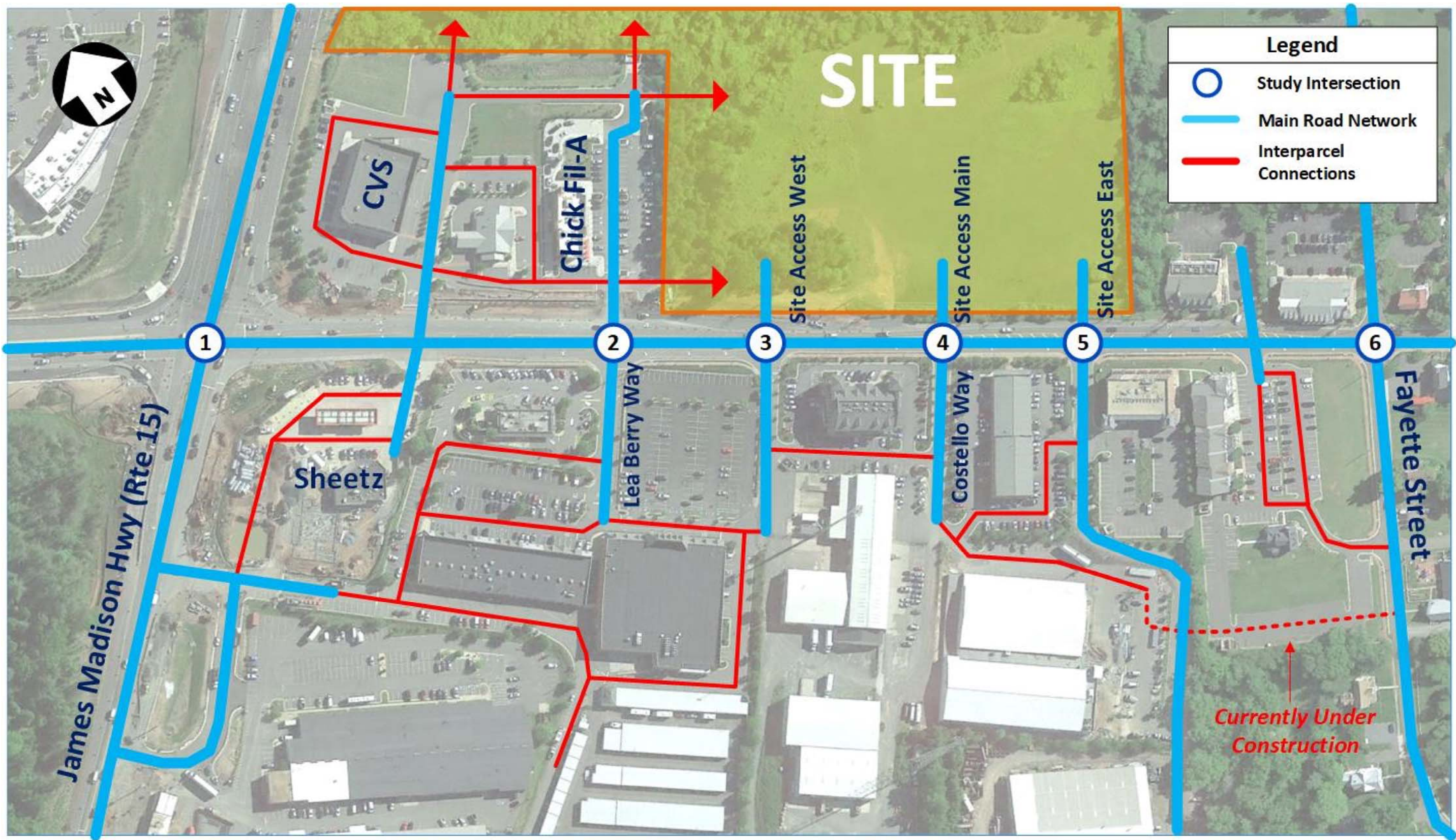
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2.14	TIA	Extend the westbound left turn lane along Rt 55 at Rt 15 (intersection #1) due to overflow conditions during PM peak hours.	1	06/06/2018: Extension of the westbound left turn lane would require the closure of the Sheetz entrance. This access was recently reconfigured as a restricted movement with the Haymarket interchange project. Alternative access to Route 15 was provided to offset the reduction in access and the store was recently re-built. The proposed signal timing adjustment partially mitigates the queue increase during the PM peak hour for this movement. Without development of the site, this movement experiences spillover during the PM peak hour. Further, the current development application generates less traffic than is allowed by-right on the site. This proposal reduces the queuing on this movement, compared to the allowable development density.			

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Agenda Item Details

Meeting	Jun 06, 2018 - School Board Meeting
Category	15. Adoption of Consent Agenda
Subject	Proposed Rezoning - Crossroads Village Center (Town of Haymarket) (Cline)
Access	Public
Type	Action (Consent)
Recommended Action	That the Prince William County School Board approves the Development Impact Statement for the Crossroads Village Center rezoning that states the School Board is not in support of any rezoning that increases student capacity at schools already at, or in excess of, 100% capacity, or a rezoning that causes student capacity at any school to exceed 100% capacity.

Public Content

Summary: The Crossroads Village Center applicant is requesting to rezone 9.94 acres of a mixed-use development from B-2 to R-2 to allow for the development of 79 townhouse units.

This proposed mixed-use development is located in the Town of Haymarket and provided to the School Division for comments due to the generated students attending Prince William County Public Schools.

This proposed rezoning is not subject to the new proffer law, SB-549.

The attached Development Impact Statement outlines the impact of the proposed rezoning on the School Division: 24 elementary school students, 11 middle school students, and 14 high school students. The applicant's Proffer Statement, dated April 3, 2018, indicates a monetary contribution of \$10,300 per townhouse unit and will generate approximately \$813,700.

The "PWC Policy Guide for Monetary Contributions" does not apply to this rezoning since PWC does not take action on this rezoning. The Town of Haymarket Council is responsible for action.

18-004 crossroads village (haymarket).pdf (373 KB)

Administrative Content

Executive Content

All items under the consent agenda are adopted by one motion unless a member of the Board or the Superintendent requests that an item be removed and voted upon separately.

Attachment: img20180607_10273178 (3648 : Crossroads Village Center)



Development Impact Statement

June 6, 2018

REZ2018-004, CROSSROADS VILLAGE CENTER

Town of Haymarket

Not Subject to the new Proffer Law-SB-549

The applicant is requesting to rezone 9.94 acres of a mixed-use development from B-2 to R-2 to allow for the development of 79 townhouse units.

The proposed mixed-use development is located in the Town of Haymarket and is provided to the School Division for comments due to the generated students attending Prince William County Public Schools.

Based on annually updated county-wide student generation factors, the proposed dwelling units are projected to generate the following numbers of students. School-by-school student generation rates can vary by plus or minus 50% in a specific development:

Housing Units Proposed	
Single Family	0
Townhouse	79
Multifamily	0
Total	79

Students Generated	
Elementary	24
Middle	11
High	14
Total	49

Under the School Division's 2017-18 districting, students living in this general area will attend the following schools:

School	Available Space		2017-18			2022-23			2027-28		
	Capacity	Portable Classrooms	Students	+/-	Util. (%)	Students	+/-	Util. (%)	Students	+/-	Util. (%)
Haymarket ES	946		825	121	87.2%	904	42	95.6%	1,005	-59	106.2%
Reagan MS	1,233		1,383	-150	112.2%	1,370	-137	111.1%	1,493	-260	121.1%
Battlefield HS	2,053	16	2,941	-888	143.3%	3,131	-1,078	152.5%	3,289	-1,236	160.2%

Other schools potentially affected by this development:

School	Available Space		2017-18			2022-23			2027-28		
	Capacity	Portable Classrooms	Students	+/-	Util. (%)	Students	+/-	Util. (%)	Students	+/-	Util. (%)
Alvey ES	857		688	169	80.3%	702	155	81.9%	730	127	85.2%
Buckland Mills ES	938		651	287	69.4%	706	232	75.3%	843	95	89.9%
Gravelly ES	955		779	176	81.6%	854	101	89.4%	895	60	93.7%
Mountain View ES	722		584	138	80.9%	555	167	76.9%	625	97	86.6%
Tyler ES	558		502	56	90.0%	508	50	91.1%	542	16	97.1%

Maureen Hannan
Supervisor of Land Acquisition and CIP Planning

Analysis

- Haymarket Elementary School’s current enrollment has sufficient capacity to accommodate the projected 24 elementary students. However, the projected 10-year enrollment does not have sufficient capacity.
- Reagan Middle School’s current and projected enrollment does not have sufficient capacity to accommodate the projected 11 middle school students.
- Battlefield High School’s current and projected enrollment does not have sufficient capacity to accommodate the projected 14 high school students.
- Per the following School Facility Capacity Metrics chart, the Approved CIP 2019-2028 identifies a solution within ten years for Reagan Middle School and within five years for Battlefield High School.
- There is no solution proposed for the projected ten-year overcrowding at Haymarket Elementary School.

	Affected School (Capacity)	Current Space Available	Projected Space - 5 Years	Projected Space - 10 Years	CIP Solution within 5 Years	CIP Solution within 10 Years	CIP Solution Comments
Elementary	Haymarket ES (946)	121	42	-59		No	
Middle	Reagan MS (1,233)	-150	-137	-260	No	Yes	Middle School West (2024)
High	Battlefield HS (2,053)	-888	-1,078	-1,236	Yes	No	13th HS (2021)

Applicant’s Proffers

- The applicant’s Proffer Statement, dated April 3, 2018, indicates a monetary contribution of \$10,300 per townhouse unit and will generate approximately \$813,700.
- The “PWC Policy Guide for Monetary Contributions” does not apply to this rezoning since PWC does not take action on this rezoning. The Town of Haymarket Council is responsible for action on the Crossroads Village Center rezoning.

School Division Comments

- The School Board is not in support of any rezoning that increases student capacity at schools already at, or in excess of, 100% capacity, or a rezoning that causes student capacity at any school to exceed 100% capacity, unless proffers sufficient to mitigate the impact to the School Division are received.